DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINSTRATION

OMB No. 04-R-4028

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
04/21/2000

All Railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Admininstration within five days after a false proceed occurs. If no false proceed occurs during any calender month, a report showing "No Failures" must be filed within ten days after the end of the month.
Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Admininstration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER *(railroad and region or division)*

CSX
Transportation
Train Control

MAIL TO

Federal Railroad Admin.
61 Forsyth St SW
Suite 16T20
Atlanta, Ga. 30303

REPORTING CARRIER *(signature/title)*

Director Signal Reliability

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part, E.g.; assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failures should be included in item 1, Block System.

A false proceed failure is a failure of a system, device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A-Automatic	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MB-Manual block
ATC-Automatic train control	M-Mechanical
ATS-Automatic train stop	P-Pneumatic
CL-Color light	PL-Position light
CPL-Color position light	SA-Semiautomatic
E-Electric	TC-Traffic control

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION *(city and state)*
1 BLOCK SYSTEM ☐ AB ☐ APB ☒ TC	04/21/2000	Y16221	#27 Track Circuit	Baldwin Baldwin , FL
2 INTERLOCKING ☐ AUTOMATIC ☐ REMOTE ☐ MANUAL				
3 AUTOMATIC SYSTEMS ☐ ATS ☐ ATC ☐ ACS				
4 OTHER *(specify)*				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

At approximately 1558 hours on April 21, 2000, northbound single engine Y16221 passed the northbound signal at Baldwin on the main track. The engine had previously indicated occupancy on two separate track circuits at Baldwin, but then indicated clear of the Baldwin circuits upon passing the northbound signal. When the track circuits indicated clear, a previously stored request began automatically lining signals. The switch at Baldwin subsequently reversed and a southbound route lined through Baldwin while Y16221 still occupied the track. The signals were removed from service and Signal personnel were dispatched.

Further investigation revealed that the track circuit had been altered by Signal employees attempting to resolve a previous track circuit problem. The employees believed that the existing track wires were faulty, disconnected the existing track wires, and replaced them with temporary wire. In re-wiring the track circuit, the employees failed to recognize the track circuit as a series fouling circuit, and inadvertently eliminated a short portion of the main track from the circuit.

The wiring errors were corrected, and signals were returned to service following operational testing.

The cause was found to be improper operational testing following field wiring changes.